
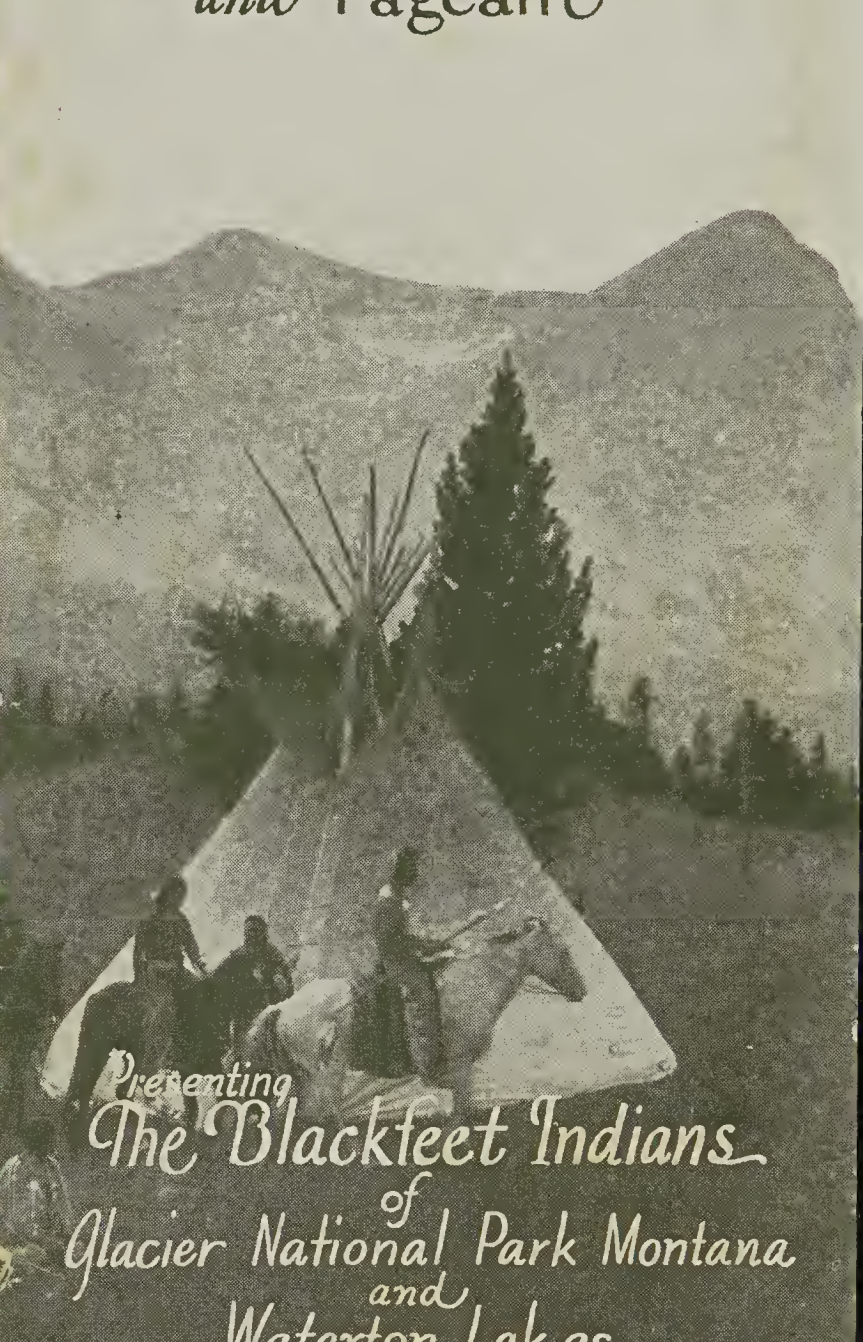


Baltimore & Ohio Railroad
Centenary Exhibition
and Pageant

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Centenary Exhibition
and Pageant



Baltimore — Maryland
Sept. 24th to Oct. 8th, 1927



Presenting
The Blackfeet Indians
of
Glacier National Park Montana
and
Waterton Lakes
National Park, Alberta



Following the Mountain Trails of Glacier
National Park

The Blackfeet Indians of Glacier National Park *and the* Centenary of the Iron Horse

AS the Pageant of Transportation comes into the straightaway in front of the reviewing stand on the exposition grounds of the Baltimore and Ohio Railroad's Centenary Exhibition and Pageant, among the first of the exhibits to be seen are the Blackfeet Indians with their dog and horse travois and bull-boats, emblematic of the days before the coming of the white man. A little farther down the line of progress there are two cumbersome ox-carts of the type used in the Red River Valley of Minnesota a hundred years ago. Still farther down the path of evolution puffs the old William Crooks drawing behind it two brilliantly painted coaches, the first train in the Northwest. These three exhibits portray three different phases in the history of transportation in the Northwest.

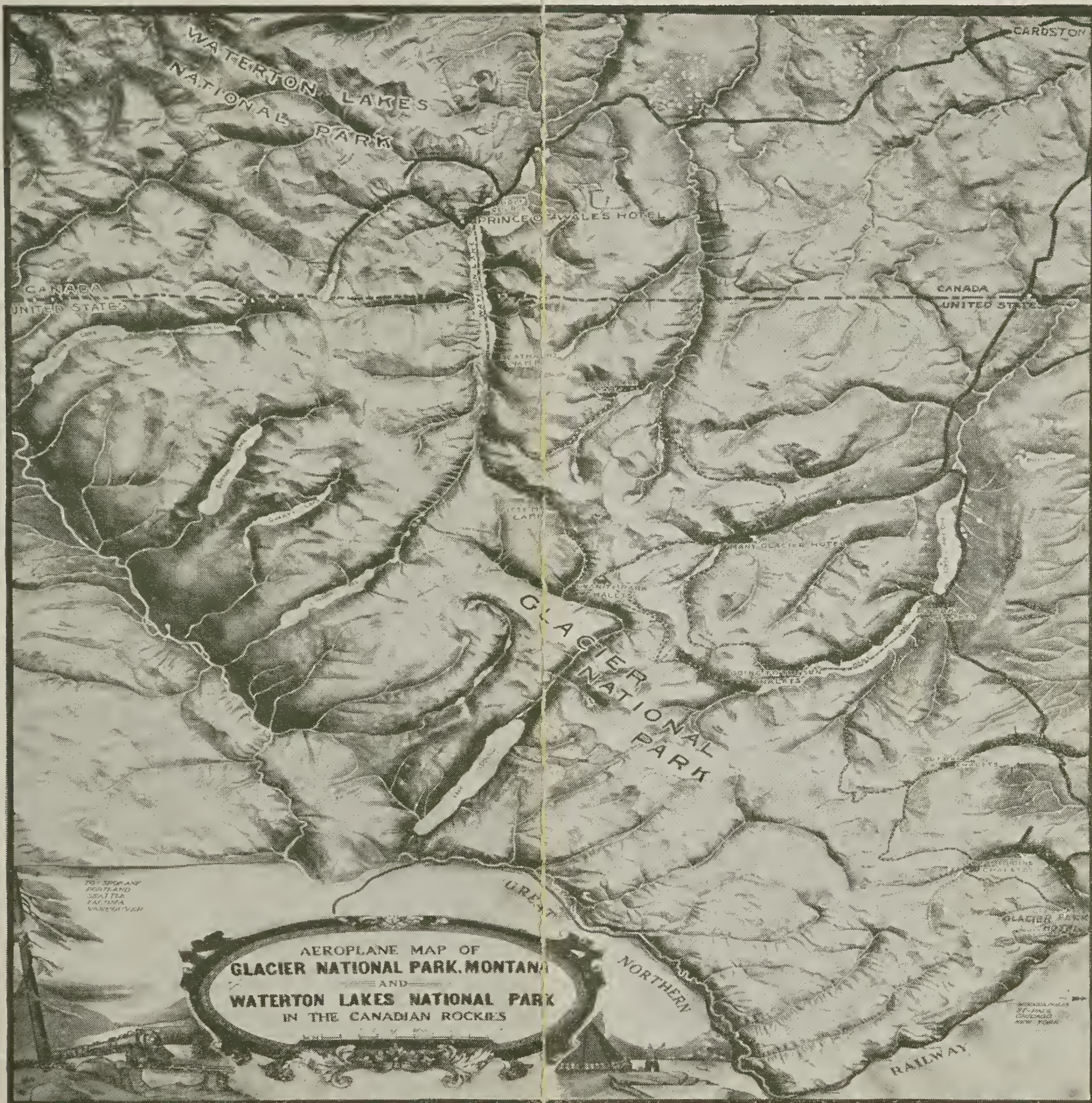


The Travois—Ancient Indian Method of
Transportation

The Indian

The Pikuni Indians of Glacier National Park in Montana and their Kainai or Blood Indian brothers of Waterton Lakes National Park in Alberta are members of the Blackfeet Nation, one of the strongest of the Indian confederations of the plains of the Northwest. At one time they held sway over a vast territory extending from the Saskatchewan River in Canada to the Yellowstone, from the summits of the Rockies to where Fort Union once stood on the banks of the Missouri. At the time the first white men penetrated into their country they were noted horsemen, but their legends tell of a time when they had no Po-no-ka-me-tos (horses) and how they had to travel from place to place on foot. It was then that they used the little dog travois to transport their household goods.

Another of their legends tells of how a brave young warrior of the tribe made a long pilgrimage to the lodges of the Gods of Deep Waters where, after many adventures, he was presented with the strange animal that is now known as the horse. This changed the life of





The Papoose's Pullman

the Blackfeet Indians. They became a nomadic tribe roaming at will across the wide plains of the Northwest, following the buffalo in the spring and the fall and camping for the winter in some secluded valley close to the mountains of what is now Glacier National Park. For crossing deep rivers they used a boat constructed of willow sticks over which a buffalo hide was drawn. This was an invention of the Mandan Indians and was known as a bull-boat. This bull-boat was to the upper Missouri country what the canoe was to the lakes country to the east. It was used by Indian, explorer and fur trader alike until the steamboat practically eliminated it.

By this time the prowess of the tribe had become so great that they were acknowledged the absolute rulers of a vast territory and one of the greatest of the plains tribes. When they finally concluded a treaty with the United States government and retired to their reservation their lands still included the mountains to the west. In 1896 traces of gold and copper were found in this region and pressure was brought to bear upon Congress that resulted in the purchase



The Bull-Boat—Used for Many Years on the Missouri River

of the western part of the Blackfoot reservation. Fourteen years later, after the bubble of mineral wealth had been exploded, this area was set aside as Glacier National Park. About the same time as when the United States purchased this land from the Blackfeet, Canada set aside the adjoining portion of the Rockies on their side of the boundary as Waterton Lakes National Park.

The Ox-Cart

While the Blackfeet still roamed over the vast prairies of Montana, Thomas Douglas, Earl of Selkirk, one of the largest stockholders in the Hudson's Bay Company, conceived the idea of a sort of Utopian settlement in the Red River Valley. Out of this plan there sprang up a series of small villages or parishes along the Red River of the North, some of which were in the United States and the others in Canada. The logical outlet for their goods was the little village of St. Paul at the head of navigation on the Mississippi River, separated from the Red River people by a wide wilderness of lakes, swamps and prairie. To transport their heavy goods to market they made up trains of their cumbersome



The Ox-Cart—the Freight Train of the Red River Settlers of a Century Ago

ox-carts—a strictly home product made entirely of materials available at the settlements. As high as six hundred carts could be found in one train and their rate of progress was about twenty miles a day. Slow and inadequate as this means of transportation was it remained the only way of moving heavy goods between the Red River settlements and St. Paul for many years.

The Iron Horse

By 1857 the need of adequate transportation had become acute and the State of Minnesota chartered the Minnesota and Pacific Railway to build a line west from Stillwater, St. Paul and St. Anthony. This road soon got into financial difficulties and the St. Paul and Pacific Railway took its place. Under the charter of the new road ten miles of track were constructed between St. Paul and St. Anthony, now a part of Minneapolis, and in 1862 the little wood burner engine, the William Crooks, hauled the first trainload of people between the two cities. This engine had arrived by boat from La Crosse in the fall of 1861, but the cars were delayed until the following spring. With the coming of the



The William Crooks and the First Train in the Northwest

railroad to the Northwest there was a great rush of settlers and as the railroad spread westward so did the farmer and the rancher. The Indians retired to reservations set aside for them and out of the wilderness grew the vast empire of the Northwest.

As the Northwest expanded so did the nation grow and new demands were made upon the iron horse—new lines were constructed, new areas opened up, larger and finer trains superseded the old William Crooks and the two little coaches until we have the wonderful trains of today, of which the “Capitol Limited” is an outstanding example in the East and the “Oriental Limited” in the West.

The “Capitol Limited” speeds through the Alleghanies of the East over the Baltimore & Ohio Railroad, carrying passengers to and from the Nation’s capitol; the “Oriental Limited” speeds through the Rockies and the Cascades, carrying people through the Adventure Land of the Northwest to the new international alpine playground of Glacier and Waterton Lakes National Parks and the cities of the Pacific.



Some of the Chiefs of the Blackfoot Tribe

Blackfeet Chieftains in Attendance at the Fair of the Iron Horse

THE following list gives the names of the Indians who make up the party from the Pikuni and Kainai tribes of the Blackfoot Nation who are taking part in the Baltimore and Ohio Railroad's Centenary Exhibition and Pageant at Baltimore, Md., September 24 to October 8, 1927.

Fish Wolf Robe
Eagle Child
Yellow Kidney
Mrs. Yellow Kidney
Mike Day Rider
Owen Heavy Breast
 Official Interpreter for
 Pikuni Indians
Mrs. Owen Heavy Breast
Two Guns White Calf
Mrs. Two Guns White Calf
Mrs. Mike Day Rider
Day Rider's Daughter

Black Weazel
Irving Little Plume
Mrs. Little Plume
Bird Rattler
Mrs. Bird Rattler
Weazel Tail
Middle Rider
Mrs. Middle Rider
Wades in the Water
Mrs. Wades in the Water
Mike Short Man
Bob Tail Chief
Two Guns' Granddaughter

Princess Dawn Mist
Charley Iron Breast
Mrs. Iron Breast
Jim White Grass
Mrs. Jim White Grass
Bull Calf
 Official Interpreter for
 Pikuni Indians
Mrs. Bull Calf
Little Dog
 Official Interpreter for
 Kainai Indians
Mrs. Takes a Man
Mrs. Heavy Face

This leaflet presented through the courtesy of the Great Northern Railway

A. J. DICKINSON
Passenger Traffic Manager, Great Northern Railway
St. Paul, Minn.